



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA
FORESTRY TRUCKSAFE



BC **Forest Safety** Council

○ PRINTABLE VERSION

March 14, 2008----ISSUE 73

Safety in Forestry Transportation

TruckSafe Rumbings is published biweekly to keep you informed on what is happening in forest hauling safety in BC. Call MaryAnne Arcand to provide input or get the news out on best practices and concerns in the industry.

On January 4 of this year, we ran a story entitled “RCMP WON’T ACCEPT ELECTRONIC ONLY LOGBOOKS – THEY WANT PAPER. After the story went out, we received a call and letter from Verigo Inc, which sells an electronic logbook product. Many of you will recall that we demonstrated the Verigo system at several safety meetings in the spring of 2007. Robin Doherty from Verigo said they had contacted a senior RCMP spokesperson, and that our description of the situation was incorrect. In particular, they said their product, the Verigo Wireless Logbook™, met all requirements.

The RCMP have now given us their response, which I hope gives everyone a clear picture of what’s required. We leave it to your judgment whether the Verigo product, another electronic logbook, or good old paper best meets your needs for the work you do and the roads you travel.

Thanks to everyone for paying such close attention and pushing us to be as clear as possible. Hopefully this helps.

RCMP RESPONSE TO RUMBLINGS ARTICLE ABOUT LOG BOOKS

A recent article in the TruckSafe Rumbling of Jan. 4 2008, requires some clarification.

The article related to comments made to the author by Cst. Siddall who is the Commercial Vehicle Enforcement Training officer. The RCMP fully support and accept Electronic logs as defined in the B.C. Motor Vehicle Act Regulations. The RCMP also supports and accepts Electronic Recording Devices in accordance with Division 37 of the Motor Vehicle Act Regulations.

The difficulty, at times, are the logistical and safety issues for both the driver and the Police officer at the roadside. There are presently in excess of 30 various types and configurations of Electronic Logs. To train our members on every one is not possible. As well, the safety of our members is of considerable concern and rightly so, our members are approaching each situation as they see it from an officer safety perspective. If they feel it is inappropriate to enter a cab or place themselves in a vulnerable position they will take the appropriate steps. In those cases, they may require a driver to produce a written log which is a

requirement under Division 37 of the regulations (A driver is required to carry the previous 14 days of log pages). This then allows the Police officer to ensure the driver is getting proper rest as required which is a major concern to both the Police and the motoring public. A sleepy driver is as dangerous as an impaired driver.

While the Regulations allow for electronic display, paper logs either hand written or printed must be available upon request. This request will be made if the attending Police officer(s) feels it is unsafe or a health risk to expose him or herself to the interior of a commercial vehicle. Police officers must use a common sense approach to their daily tasks however we must ensure the safety of both the public and our own. As a result, there will be times when a driver will be asked to complete the previous fourteen (14) days of logs. It is the carrier's responsibility to ensure there are blank log forms available for the driver to complete.

While the logistics at a scale are somewhat different, in that there is a fax machine handy CVSE personnel are less affected by this situation. As well, telecommunications are not always handy in some remote locations.

In the previous article, Cst. Siddall was suggesting that if a driver or carrier wishes to avoid this inconvenience, they should carry their previous fourteen days of logs in printed form. This may in some cases entail the driver being provided an electronic printer which would preclude the time consuming practice of completing them by hand.

The members of North District RCMP Traffic Services will remain vigilant with enforcement in regards to all road users which will lead us all to safer roads and safer communities.

Eric J. Brewer, Inspector
Officer in Charge
North District Traffic Services
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HOW DO THEY DECIDE WHEN IT'S BREAKUP?

Looking at Drive BC's Load Restrictions webpage shows that weight restrictions are now in place for most of the province. Main highways are mostly at 100% of legal axle load, but in the Kootenays, Okanagan, South Cariboo and Bulkley Valley areas, as well as the Yellowhead, many of the side roads and feeder roads are at 70% or even 50%. Around the central interior the trucks are running night shift, to take advantage of the frost. But with temperatures above freezing every day, and the snow melting, it's only a matter of time.

To understand how and when decisions are made about load restrictions, we did a little research. This is an excerpt from an article posted on the BNET website in 2000.

"In spring, thawing also occurs from the top down as warmer weather moves upon exposed surfaces and melts the ice within the road. Because the melted water cannot drain into the frozen subsoil, the upper lifts of a roadbed become saturated and the road's load bearing capacity is greatly reduced."

Breakup can cause a lot of grief for road users because of traffic and load restrictions imposed to prevent damage to the road and surrounding resources. But it doesn't have to be that way. In British Columbia, government agencies are co-operating with forest licensees to optimize the use of public roadways during the thaw.

Industry's route to get timber from the stump to the mill crosses the gamut of road standards, including temporary, tertiary, secondary, and highway roads. During breakup, access and load restrictions are often

required to ensure user safety and the protection of on-site and off-site resources. Co-operation among road users and regulatory bodies is the key to having a smooth breakup.

B.C. Ministry of Transportation and Highways (MOTH) policy dictates they do what is required to protect provincial roads from damage. As such, regulations restrict loads on public roads when those structures are known to be weak.

There has been an interesting shift in the number and extent of road closures and load restrictions in recent years. Shrinking budgets have made agencies more protective of the public road system. One might assume that this would mean longer, more severe restrictions, but it is not the case.

As watchful eyes focus on the conditions of the road subgrade during breakup, more exact methods of observation have been developed. In many areas, MOTH now uses a network of automated frost probes and historical data to determine the timing and extent of traffic regulation.

Surface deflection and load capacity is monitored using an automated frost probe called the Benklemen Beam on control sections that represent broader geographic areas and elevations. The results of these tests are combined with the trended reports from the probes and interpreted in the context of the five-day weather forecast and historic data.

The end result of this improved accuracy has been a general increase in the number of roads left open, restrictions for a shorter time and, in many cases, higher load tolerances.”

GOOD JOB, GUYS!

CVSE tells us that Out-of-Service rates for northern trucks are way down, and well below the BC average. Of 1960 truck inspections, the OOS rate was 17%, compared to the provincial average of 21% and the Canadian average of 22%. By comparison, Alberta’s OOS rate last year was 29.9%. So good job, guys! We can clearly see you’re looking after your trucks, and thereby yourselves, and everyone you share the road with.

By the way, CVSE also reported a remarkable change in speeding on the Blackwater Rd, with violation tickets issued dropping from 96 to 3! Keep up the good work!

Your Voice – more on the radio survey

Hello Mary Anne; WITHOUT PREJUDICE

I see three problems

1. Loaded logging truck calling loaded when he is coming down because they need room to pass, an empty one can clear just like a pickup.
2. Lowbed to call if they are loaded or empty doesn't matter though nice if they do, because they need room to clear.
3. Biggest problem of all: NEW PEOPLE this comes with subsections;
 1. Don't know the road and usually overdrive.
 2. Don't understand the hazards on the specific road, specific to that road.
 3. Don't follow very specific rules on calling the markers or can't find them which comes from not really looking for them, or are distracted and missed them, lots of excuses, usually don't give right of way to loaded trucks even if they call loaded and meet in awkward or inappropriate places. THESE PEOPLE NEED TRAINING
 4. Don't have a radio. Even if it is posted with hours and times of usage. Their excuse is they can use any road they want to as they pay taxes also. (But I never noticed them paying any WCB or WorkSafe fees). If ICBC is in charge as a government agent then and accident of

this type should clearly be on the onus of the user, and not only does the logger pay a higher fee for his pickup those that are involved with this type of accident need to be held responsible if not more liable. I could go on.

5. Snowmobile use on plowed roads and ATVs are all hazards and even though they have freedom in this province they should be held responsible. The number of cases that are near misses and which are never reported should attest to the safety of loggers and the trucks that haul with them.

My recommendation is that clearly up and down for pickups and loaded and empty for logging trucks identifies them very well, whereas a lowbed should just call lowbed with direction and everyone will find a clear for them.

That should be simple enough unless you need something to qualify your job description.

The near misses with sleds and atv's far outweigh any other type of action the committee on worksafe should be working on never mind the crosscountry skiers on haul roads fresh graded with 6-8% slope on switchbacks.

Keep the general public off the roads, and it will be easier to maintain.

This note may seem a little heated but with all the restraints put on the worker and none on the general public we may as well let them take over and you too could look for another job.

Thank you very much, GS

UPCOMING EVENTS

April 16-18	COFI Convention, Kelowna
April 25	Trucker Appreciation Day, Williams Lake
May 8-10	Interior Loggers Convention, Kamloops
June 3-5	Bio Energy Conference & Exhibition, Prince George
June 5-7	Forest & Resources Expo, Prince George
June 6 & 7	Northern BC Big Rig Truck Show, Prince George

SAFE Companies Individual Owner Operator Training Courses

Here's the link to register: http://www.bcforestsafe.org/content-program-safeco/safeco-08-02-01-IOO_reg_form.pdf

If you know someone who would be interested in receiving TruckSafe Rumblings, please forward this email along. Signing up is easy. Just click here and you will be taken to our new sign up page. If you know someone who'd be interested but doesn't have email, forward their fax number to us at arcand@bctrucksafe.org